

PEARY'S DISCOVERY OF THE NORTH POLE

For the verdict of the National Geographic Society which passed upon the report of these distinguished Americans has been accepted without question by the Royal Geographical Society of London, the geographical societies of Berlin, Paris, Geneva, Rome, Brussels, Antwerp, Vienna, Dresden, Madrid, St. Petersburg, Tokyo, Mexico, Lima (Peru), the geographical societies of Chicago, New York, and Philadelphia, and practically every geographical society in the world.

SPEECH

OF

HON. J. HAMPTON MOORE

OF PENNSYLVANIA

IN THE

HOUSE OF REPRESENTATIVES

MARCH 22, 1910



WASHINGTON

1910

Mr. MOORE of Pennsylvania said:
Mr. SPEAKER: It is my purpose to lay before the House certain information with regard to the discovery of the North Pole by Robert E. Peary, an American. I have taken care to group this information, so that it may be at the service of the House when the question comes before it of according recognition to this distinguished naval officer who has outclassed all other nations in the world's greatest achievement in exploration.

But if we are to acknowledge in the Congress of the United States that honors and rewards for faithful service to the country, or for extraordinary achievements, are to go only to those of the more fortunate of our public servants, we are at once to belie the much-bruited boast of American spirit and spunk which in so many instances, in war and in peace, have produced great men and sealed important events to the honor and the glory of our flag.

It is unfortunate that this question should have been raised in the present instance, but it is a fact, nevertheless, that Mr. Peary, a civil engineer of the Navy of the United States, is very largely the victim of an hereditary prejudice which would deny him promotion because he is not of the line of the navy and is not, therefore, to be invested with that sanctity and exclusiveness of recognition which is claimed to be the portion only of specially taught men. It seems to matter not that civil engineer though he was, and still is, he fitted out and conducted no less than eight expeditions into unknown lands and dangerous seas, all of them with the permission of the Government, though only

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one of them—the last and successful one—under the authority and direction of the Government. The consummation of the efforts of twenty-three years of Mr. Peary's best and most self-sacrificing endeavors, a consummation for which the daring explorers of other nations had vainly sought—the actual discovery of the North Pole—a consummation which enabled the United States of America to proudly point to its own colors, the Stars and Stripes, attaining heights which rival nations were unable to attain, seems not to have made any difference in the case of the American civil engineer who had been the personification of it all. On the contrary, rather than yield to him the laurels that another nation would have proudly bestowed upon its own, he has since been treated with that derision and lack of respect which at once reflects upon the gratitude of a people and serves to curb the incentive of ambitious American youth.

It is because I believe a great wrong is being done to an American citizen and an officer of the American Navy whose personal privations, sacrifices, and victories have been no less than those of a triumphant general upon the battlefield, or of a gallant commander of the sea, that I submit to Congress these actual records with regard to Mr. Peary and his work.

THE FATE OF COLUMBUS.

It is charged that Peary did not reach the pole. Who makes that charge, and why? A relative of one of the crew of the last expedition fulminates through the newspapers. An anonymous letter writer suggests that Peary threw stones at windows when he was a boy in Maine. Some one else complains that sometime during the period of twenty-three years of effort in raising money, employing men, and carrying on his perilous expeditions, Peary had disputes with somebody concerning something. It is said by someone that he borrowed money and incurred obligations to fit out ships, and that somebody during the long period of twenty-three years had differences with him as to details of management.

I assume that Peary had his troubles, and I believe that every schoolboy will recall that Christopher Columbus, the discoverer of America, had his. For centuries there has been a well-founded rumor that the Queen of Spain disposed of some of her jewels in order that Columbus might fit out his expedition. Doubtless Peary, a "civil engineer," striving for the North Pole while "on leave pay," and with that as his only government aid to support himself and family, was compelled to beg and to borrow money in order to fit out ships to sail into unknown seas. The fate of Columbus, as it has been handed down to us, is ominous, and yet it is to be hoped that an American Congress duly informed will not permit the ingratitude of a foreign nation to its son of greatest celebrity, to find its counterpart in the land of the Stars and Stripes.

DISCIPLINE INDISPENSIBLE.

But some one arises to say that Peary was a disciplinarian, and that he was harsh to his men. If the opinion of any distinguished general of the army, or of any commander of the navy, were to be asked as to the wisdom of discipline and authority on an expedition involving danger, pray what would his answer be? With a small crew housed in one small ship for a period extending into the years, far from civilization, and without the means of modern communication, pray how is success

to be achieved where every man is a general? Is it to be presumed that discipline is to be waived upon a voyage of arctic research where the lives of the men are absolutely in the keeping of the commander any more than upon the battlefield where the last desperate fight is being fought, or upon the high seas where the colors are about to fall?

In the long record of twenty-three years of arctic exploration, the commander of eight expeditions, Mr. Peary, with an ability, with a knowledge of conditions, with a will power suited to emergency, so administered the affairs of his men that but two fatalities occurred, both accidental drownings. If there be any who for personal reasons, whether financial or otherwise, find fault with Mr. Peary upon this score, let them undertake to perfect and conduct an expedition upon such plans and theories as they themselves may devise. Some glory, some credit has accrued during the last three hundred years to the exploration of Hendrick Hudson, and yet the fate of Hendrick Hudson, cast adrift by his mutinous crew in arctic waters, is a fair illustration of the dangers that confront the captains of the sea who lose control of their men.

At this time, Mr. Speaker, I shall not proceed further with this line of thought than to say that Mr. Peary's explorations, costly as they were to him and to his friends, drawing upon the best years of his life, were not without their personal inflictions, for apart from the years of suffering, of peril and privation in unknown icy wilds, his leg was broken, his feet were frozen (he is minus eight toes), and the scars that he bears to-day are as painful and as honorable as though they had come from the rifle or the sabre.

GOVERNMENT PAY AND PRIVATE FUNDS.

But, Mr. Speaker, the question for this Congress to consider when the Committee on Naval Affairs shall have reported upon any one of the bills now before it is whether, in view of his one last and successful expedition, Mr. Peary is entitled to the grateful recognition of his countrymen. It has been said he was in the pay of the Government during the conduct of every expedition, and that he was simply performing his duty as an officer of the civil branch of the navy. I will present some data as to that. It has also been said that his various expeditions were at private expense and that his reports were not made to the Government of the United States, but were submitted to associations the purpose of which was to add to our common geographic knowledge. I have already indicated that the Government paid nothing, absolutely nothing, toward the outfitting of any one of the Peary expeditions, not even that last successful expedition upon which Peary was under the direct and positive orders of the Government, save such "leave of absence pay" as was conceded to him for the maintenance of his family during his absence. And in passing I would say that if Peary is to be discredited because he accepted "leave of absence pay" during the period of those expeditions which he was conducting at his own expense or that of his friends apart from the Government, what is to be said of the attitude of the Government which was party to his going, to the extent that it paid his living expenses and yet refused to contribute a cent to the expenses of the various expeditions, including the final and successful one? How is the Government, through its Department of the Navy, permitting Peary to continue his explorations at

the risk of his life and that of his men for twenty-three years, granting him leave and allowing him "leave pay," to now deny him fitting recognition when he returns at his own expense and that of his friends, and lays the trophy he has won into the very lap of the Government?

Mr. Speaker, the Government of the United States gave Mr. Peary nothing to equip any one of his eight expeditions, the cost of which aggregated hundreds of thousands of dollars. The Government paid only the living expenses of the explorer, and yet it acquiesced in his desire to accomplish something that would redound to the glory of the Nation, and permitted him to ask, to beg, for funds that he might place the Stars and Stripes ahead of any other flag of the world.

A WAR OF THE PRESS.

Oh, he had to borrow; Mr. Speaker, he had to give notes; he was obliged to make contracts; there was no other way to obtain the money. And, if the truth be known, there would be scant difference of opinion in this country to-day with regard to his world achievement had it not been that in his desperation, at the eleventh hour, when the time had come to move the stout ship *Roosevelt*, he agreed for a contribution of \$4,000 to send the first news of his discovery to certain papers. Here is a chapter that may never be written; and yet if there had not been proceedings to protect the contracts, proceedings to uphold the copyright laws of this Nation, the patriotic pride of the editors of this country would have placed Peary upon a pedestal, and his return would have been greater than a Roman triumph. But, Mr. Speaker, these are days of fierce competition in the newspaper world. Men strive to outdo each other to gratify the public taste for sensation that is fast becoming maudlin. The "scoop" is an institution familiar to every enterprising publication of the land; to be "scooped" in the publication of a story of such world-wide significance as the discovery of the North Pole would be a crime in any great newspaper office, punishable by the immediate discharge of the man assigned to obtain it; but when newspapers generally, thousands of them, are "scooped" by a few, the imaginative, the creative, the resourceful faculties of American writers are readily available for means of defense.

In my humble judgment, Mr. Speaker, the good faith of Peary to one of his contributors was his undoing. Conscious of his own long and untiring efforts to obtain the means to proceed with his expedition, of the sufferings he had endured, of the expectations of the plaudits of the people when he had finally beaten through the barriers and won the goal, he was indignant—what American, with red blood in his veins, would not be—that 90,000,000 Americans and all the world beside should be deceived by pretense and imposture. He spoke quickly and, barring differences of opinion as to the parliamentary method of his speaking, he told the truth; he sounded the warning, and asked a suspension of judgment until the facts could be told and fraud and deceit could be dethroned.

THE PUBLIC WANTED NEWS, AND GOT IT.

The American people gloried in Peary's return; they awaited his coming and the recital of his story; neither they nor the great newspaper craft had patience to await the unwinding of the red tape associated with a governmental report; they wanted

news, and they wanted Peary's news. Unhappily for Peary he kept his faith, and those in the newspaper world with whom he kept his faith exercised the right of legal protection, leaving open to the great mass of newspapers of the country such information, such stories, as might come, and readily did come, from another source. A world's event was being recorded, and the difficulties of a majority of the newspapers in obtaining Peary's news gave color and support to another fertile but irresponsible medium, which spouted arctic yarns with wondrous volubility.

Mr. Speaker, the newspaper profession is potential, and its value under proper auspices is not to be disputed. But as with most men in public life, so it is within the newspaper world—hard to come down. A newspaper is not prone to retrace its steps, nor to make apologies for its utterances. It can not afford to be fooled; but if it is fooled, it can not afford to admit it.

Had some new Chatterton not entered the field with his "Rowley poems;" had some new Ireland with his "original" Shakespeare manuscripts not attracted public attention; had not the shades of the illustrious Barnum "scooped" the public attention with his "Cardiff Giant," there would have been no North Pole controversy in this country, save only as it related to the single question whether an officer of the staff of the navy should be advanced to the line.

With these observations, Mr. Speaker, I submit records which may tend to remove, from the public mind at least, some of the falsehoods and misrepresentation which have beclouded the work of Mr. Peary. First of all, I present a summary of Peary's northern voyages, every one of which, it will be recalled, was watched with interest and with pride by the American people. These voyages began when Peary was a young man in the navy, and were pursued with a persistency and determination in every way creditable to the American spirit:

MEMORANDUM OF PEARY'S NORTHERN VOYAGES.

1886. May to November; about seven months: Penetrated 100 miles on the inland ice of Greenland east of Disco Bay, about 70° N. latitude; altitude, 7,500 feet.

1891-1892. June, 1891, to September, 1892; about sixteen months: Right leg broken on voyage north. Five-hundred-mile march out and same distance back, across northern part of Greenland, discovering Independence Bay on the northeastern coast.

1893-1895. July, 1893, to September, 1895; about twenty-seven months: Entire party except Peary and two men returned at end of first year. Spring of 1895 Peary repeated the march across northern end of Greenland and gained some miles beyond his farthest of 1892. Discovered the great Cape York meteorites and brought the two smaller ones back with him.

1896. July-October; about three months: Unsuccessful attempt to bring home largest of the Cape York meteorites.

1897. July-October; about three months: Brought home largest of the Cape York meteorites—the Ahnigito, the largest in the world—weighing about 90 tons.

1898-1902. July, 1898-October, 1902; about four years, three and a half months: During this time made four separate attempts to get north, resulting in the rounding of the northern end of Greenland and the attainment of the latitude of 83.59° north of the extreme northern point of Greenland; also the attainment of the latitude of 84.17° north of the northern point of Grant Land. All the instruments, records, private papers of the Lady Franklin expedition at Fort Conger brought home.

1905-1906. July, 1905-November, 1906; about seventeen months: Highest north, 87° 6', attained in this journey.

1908-1909. July, 1908-September, 1909; about fifteen months: Attainment of the pole.

SUMMARY.

Eight voyages, six attempts to reach the pole, and some twelve years spent inside the Arctic Circle.

	Degrees north latitude.
1886 -----	69. 00
1892 -----	81. 35
1895 -----	81. 40
1899 -----	81. 50
1900 -----	83. 59
1902 -----	84. 17
1906 -----	87. 60
1909 -----	90. 00

EXPLORER COMPELLED TO RAISE FUNDS.

In connection with all voyages prior to the last one of 1908-1909, it has been recklessly charged that Peary profited by the result of his labors. It is not altogether surprising that a man who writes for magazines or who delivers lectures should be paid for it, and there is a mild suspicion that some men with brains, literary attainments, scientific or special information, actually do take advantage of their opportunities to make a living in this way; but in the case of Peary, I am advised that all the money he was able to make by lectures, magazine articles, and the publication of books—all of which contributed to the sum of human knowledge—went into the expenses of his expeditions from which he was not released until about three years ago. At that time he was still in debt personally to make good obligations he had incurred in his venturesome undertakings. This applies particularly to the case of the Cape York meteorites, concerning the sale of which there has been some criticism. The expense of the three expeditions, resulting in the recovery of these meteorites—the largest in the world—is said to have been nearly or quite equal to the \$40,000 that was received for them. Meanwhile the work of exploration, of determining coast lines, of making soundings and tidal observations, was going on for the credit of the Government of the United States. Through his persistency in raising money for these expeditions Peary was enabled to make large contributions of material to the domain of natural history. He made many soundings in new waters, the most important of which was a line of soundings from Cape Columbia to the North Pole. All of this work, apart from its value to commerce, was distinctly naval work, as had been authorized with the *Rogers*, the *Alliance*, the *Yantic*, all under the command of naval officers; the ill-fated *Jeannette* and the *Wilkes* expeditions to the Antarctic.

Peary's ability as a commander is thoroughly demonstrated by the success of his various expeditions. Twice his ship was driven through the ice to the highest point ever reached in the Western Hemisphere and to a point higher than any ship has ever attained under her own steam. Many other ships attempted this same voyage, four of them accomplished part of it and two were lost. As to his work being civil and distinct from naval, it may be observed that Peary's bringing of the *Roosevelt* home in the fall of 1906, fighting her way through the heavy arctic ice, from Cape Union to Littleton Island and thence down along the savage Baffin Land and Labrador coasts, encountering storm after storm, with rudder and sternposts torn away, propellers crippled, and pumps going constantly, has been characterized as one of the ablest, most resourceful and courageous

affairs of its kind in the annals of arctic exploration. Indeed, it was the wonder of everyone who saw the ship when it was taken out on the dry dock.

THE EXPEDITION THAT SUCCEEDED.

But as to the expedition that was successful, the expedition of 1908-9, resulting in the discovery of the Pole. In the light of the records, divested of all the bitterness and contention and misrepresentation that have been aroused with regard to Peary, it would seem that officially there could be no possible foundation for a refusal to acknowledge the work of this American discoverer. He fitted out this last great expedition at his own expense and that of his friends, and was then granted leave of absence by the Navy Department, taking with him instructions which gave him an unqualified official connection with the Government and which would seem to leave no excuse for further denying him recognition.

Here, first of all, are the orders of the Acting Secretary of the Navy, approved by the President of the United States:

NAVY DEPARTMENT,
Washington, July 2, 1908.

SIR: The unexpired portion of the leave of absence for a period of three years granted you in the department's letter of April 9, 1907, is hereby revoked.

Report by letter to the Chief of the Coast and Geodetic Survey for instruction in making tidal observations along Grant Land and Greenland shores of the polar seas.

Respectfully,

TRUMAN H. NEWBERRY,
Acting Secretary.

CIVIL ENGINEER ROBERT E. PEARY,
United States Navy, South Harpswell, Me.

THE WHITE HOUSE, July 6, 1908.

Approved.

T. ROOSEVELT, President.

Received July 11, 1908, 5 p. m.

R. E. P.

SANCTIONED BY THE PRESIDENT.

On the following day the President of the United States instructed the Secretary of Commerce and Labor as to the duties to which Mr. Peary was to be assigned, as follows:

OYSTER BAY, N. Y., July 3, 1908.

SIR: Civil Engineer R. E. Peary, United States Navy, has been directed by the Navy Department to report by letter to the Superintendent of the United States Coast and Geodetic Survey, and you are requested to direct this official to order him to make tidal observations along the Grant Land and Greenland shore of the polar sea during his projected cruise in the *Roosevelt*.

It is believed that such observations will throw light upon the Coast Survey theory of the existence of a considerable land mass in the unknown area of the Arctic Ocean.

Respectfully,

THEODORE ROOSEVELT.

Hon. OSCAR S. STRAUS,
Secretary of Commerce and Labor.

PEARY ARCTIC CLUB COOPERATES.

In chronological order I now submit certain telegrams, letters, orders, and correspondence which clearly show governmental approval of the work of Civil Engineer Peary in conducting an expedition toward which it was making no contribution whatever, except the salary of Mr. Peary, and of its official appreciation of the reports made and the information concerning new geographical fields, presented by him. It will be observed that the Peary Arctic Club, which had helped to finance the expedition, figures in this correspondence. The excuse for this, if it be necessary to make an excuse, lies in the fact that

the Government paid nothing toward the expedition and that the Peary Arctic Club did. It is therefore quite natural that the Peary Arctic Club should expect to share in some of the information which Peary was to obtain, although it can not be denied that Peary followed his instructions; did report to the Coast and Geodetic Survey, and that his reports were entirely satisfactory. Reference is made particularly to the letter of the Secretary of the Navy, under date of October 5, 1909, requesting the Department of Commerce and Labor to forward to the Hydrographic Office—

The results of the late expedition carried on by Civil Engineer Robert E. Peary, United States Navy, under the auspices of the Peary Arctic Club—

It being stated by the Secretary of the Navy in this letter that the Government for many years had—

issued through the Hydrographic Office under this department a chart of the Arctic Ocean, showing the tracks of search parties and the progress of discovery.

Attention is also called to the letter of the Acting Secretary of the Department of Commerce and Labor, certifying, under date of January 15, 1910, that Mr. Peary—

has submitted to that bureau (Coast and Geodetic Survey) the records of the tidal observations made by him in the Arctic by order of President Roosevelt—

And that—

these observations are reported to have been thoroughly made and are satisfactory and of great value.

[Telegram.]

NEW YORK, July 3, 1908.

ASSISTANT SUPERINTENDENT PERKINS,
United States Coast and Geodetic Survey,
Washington, D. C.:

I have information that you may be authorized to give me instruction concerning tidal observations north coast Grant Land and Greenland. Will two or three days' personal instruction at your office be desirable for my assistants. Kindly wire.

R. E. PEARY.

REPORTED TO SECRETARY OF COMMERCE AND LABOR.

DEPARTMENT OF COMMERCE AND LABOR,
OFFICE OF THE SECRETARY,
Washington, July 7, 1908.

SIR: I have the honor to state that in response to the directions issued to the Navy Department, Civil Engineer R. E. Peary, United States Navy, called in person at the office of the Coast and Geodetic Survey and informed himself fully of the views and requirements of that office in regard to tidal observations along the Grant Land and Greenland shores of the polar sea, and expressed his intention to make every effort to collect the desired information.

I have the honor to be, sir,

Your obedient servant,

OSCAR S. STRAUS,
Secretary.

THE PRESIDENT, *Oyster Bay, N. Y.*

NOTE: Commander Peary called at the Coast Survey Office on June 18 and on July 8. Mr. McMillan reported and spent that day and the morning of July 9 under the instruction of Doctor Harris.

EAGLE ISLAND,
South Harpswell, Me., July 12, 1908.

SIR: In compliance with orders of the Navy Department, copy of which I inclose, I beg herewith to report to you for instructions in making tidal observations along Grant Land and Greenland shores of the polar seas.

Very respectfully,

R. E. PEARY,
Civil Engineer, United States Navy.

CHIEF OF THE COAST AND GEODETIC SURVEY,
Washington, D. C.

COAST AND GEODETIC SURVEY ADVISED.

EAGLE ISLAND,
South Harpswell, Me., July 12, 1908.

MY DEAR MR. TITTMANN: The orders, copy of which I inclose, were received by me only last evening, having been sent from Washington to South Harpswell, then to New York, then back here in pursuit of me. Otherwise, I should have reported to you sooner.

I am leaving here to-morrow morning, the 13th, for Sydney, and am due there Tuesday evening, the 14th.

If the Roosevelt makes good time going east she will probably reach Sydney Tuesday and depart Wednesday.

This would make mail communication from you impracticable, and I beg to suggest that you wire me instructions and follow these with written instructions, which, in the event that I am delayed in leaving Sydney, may reach me, or otherwise will be received and held by Mrs. Peary.

With best regards to Mr. Perkins, Doctor Harris, and yourself, I am,
Very sincerely,

R. E. PEARY.

DEPARTMENT OF COMMERCE AND LABOR,
COAST AND GEODETIC SURVEY,
Washington, July 14, 1908.

SIR: Your letter of July 12, reporting for instructions in making tidal observations along the Grant Land and Greenland shore of the Polar Sea, has been this day duly received.

Detailed instructions were sent to you by Mr. McMillan on July 9, 1908.

Respectfully,

O. H. TITTMANN,
Superintendent.

ROBERT E. PEARY,
Commander, United States Navy, Commanding
Steamer Roosevelt, Sydney, Nova Scotia.

DETAILED OFFICIAL INSTRUCTIONS.

DEPARTMENT OF COMMERCE AND LABOR,
COAST AND GEODETIC SURVEY,
Washington, July 9, 1908.

SIR: In pursuance of the orders of the President, transmitted through the Secretary of Commerce and Labor, you will please have tidal observations made along the Grant Land and Greenland shore of the Polar Sea during your projected cruise in the *Roosevelt*.

The following directions for observing tides in arctic regions will be followed, as far as possible, by the observer.

Make hourly or half hourly readings of the height of the water's surface above a fixed datum by means of a fixed staff or other form of gauge for periods varying from one day to one or more months at a station according to circumstances.

Refer all observations extending over more than a few days to one or more permanent bench marks upon the shore.

The kind of time should be distinctly specified. Wherever practicable, the observations should extend through all twenty-four hours of the day.

If the observations continue only a day or two, they will be of greater value if made near the time of greatest northern or southern declination of the moon.

At or near the following places observations are especially wanted:

Points as far northward as possible.

Points as far westward as possible.

Cape Columbia.^a

Cape Sheridan.^a

Cape Brevoort.^a

Cape Bryant.^a

Cape May.

Some point on northern coast of Hazen Land.

Some point as far eastward as possible.^a

Some point near the head of Greely Fiord.

Sketches of specimen gauges for arctic work and suggestions are given in accompanying memoranda. The sketches are taken from the arctic work of Hall, Greely, and Ziegler expeditions.

Further directions for observing tides are given in the blank books for tidal records and in accompanying memoranda; the latter are prac-

^a These four stations and Fort Conger occupied as tidal stations by Peary.

tically included in the introduction to the Coast Survey Tide Tables and in Chapter I, Appendix No. 9, 1897.

Respectfully,

O. H. TITTMANN,
Superintendent.

ROBERT E. PEARY,
Commander, United States Navy, Commanding
Steamer *Roosevelt*, Sydney, Nova Scotia.

PEARY ARCTIC CLUB, NORTH POLAR EXPEDITION, 1908,
Steamship *Roosevelt*, July 17, 1908, Sydney, N. S.

SIR: I beg to acknowledge receipt of your letter of July 14.

I beg to acknowledge also receipt of your instructions and those of the Secretary of the Bureau of Commerce and Labor.

Very respectfully,

R. E. PEARY,
Civil Engineer, United States Navy.

Supt. O. H. TITTMANN,
United States Coast and Geodetic Survey,
Washington, D. C.

THE EXPEDITION STARTS.

PEARY ARCTIC CLUB, NORTH POLAR EXPEDITION, 1908,
S. S. *Roosevelt*, 8-17, 1908,
Etah, North Greenland, Lat. 78° 18' N.

SIR: I beg to report my arrival here August 11. Leaving Sydney July 17, Cape York Bay was reached near midnight of July 31.

The voyage north across the Gulf of St. Lawrence was favorable, the straits of Belle Isle were free of fog, rendering the passage easy, and favoring weather was experienced along the Labrador coast, which was followed as far as Turnavik Island, latitude 55° 18' N., with two intermediate stops for whale meat.

From Turnavik a course was set for Greenland coast, and about twelve hours of heavy weather ensued. After that the weather was moderate again until midnight of Saturday, the 25th. Following this were three days of strong northerly wind and sea, accompanied by rain and fog, which rendered the negotiation of Davis Strait somewhat disagreeable and arduous. From Holsteinberg the weather was favorable again, an energetic southerly wind of some hours' duration off Turnavik materially assisting us on our way.

Duck Islands were passed just before midnight of July 30, and Melville Bay entered in brilliant sunlit weather, with light air from the north.

This weather held to the east side of Cape York Bay, which was reached 11.30 p. m., July 31, no ice having been seen on the passage across the bay. In fact, no ice has been seen in the entire voyage except a narrow string of light, scattered ice off the Labrador coast the evening of the 23d.

Heavy weather and an unusual swell held us here till early Sunday morning, when the ship crossed to Cape York, latitude 75° 55' N. Here I learned that the *Erik* had passed the day before, but was unable to get into the settlement. Eskimos and dogs were taken on here and the ship's tanks filled with water from the glacier. We then steamed north to North Star Bay, where I found the *Erik*.

Taking on more Eskimos and dogs here, the ships steamed in company to the northwest end of Northumberland Island, where I boarded the *Erik* to visit the settlements at the head of Inglefield Gulf, while the *Roosevelt* proceeded direct to Etah to overhaul and trim ship for the ice.

I rejoined the *Roosevelt* with the *Erik* late August 11, with additional Eskimos and dogs and some 35 walrus. All dogs were landed on an island in Etah Fjord, the *Roosevelt* was coaled from the *Erik*, coal landed for the return trip, and two men landed with supplies for the relief of Doctor Cook.

The season has been an unusually cold and stormy one, with almost continuous wind and frequent snow.

I have on board a good supply of Eskimos, dogs, and walrus meat. All on board are well. I expect to steam north some time to-night.

Very respectfully,

R. E. PEARY, United States Navy.

SUPERINTENDENT UNITED STATES COAST
AND GEODETIC SURVEY,
Washington, D. C.

Similar report sent to honorable Secretary United States Navy.

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HARMONY OF UNDERSTANDING.

Up to this point, Mr. Speaker, it has been impossible to discern any lack of formality or courtesy as between Mr. Peary and his superior officers with regard to his instructions or his own desire to comply therewith. What the President and the Navy Department wanted Mr. Peary to do is clearly stated, and the detailed orders issued by the Superintendent of the Coast and Geodetic Survey, under the instructions from the Secretary of Commerce and Labor, are sufficiently explicit. Mr. Peary is not told that he may not acquire information over and above his instructions; that he may not make photographs; or that he may not take notes for his own personal use; or write home to his wife the interesting adventures which are evidently in store for him. What the department wanted and what they instructed him to do is specifically stated, and nowhere in the correspondence that has been presented or that is yet to come is there any suggestion that, so far as his responsibility to the Government was concerned, he did not live up to the spirit and the letter of his instructions. And before passing to the records and correspondence which followed the announcement of the discovery of the North Pole, may it not be fair to observe that those who have since criticised Mr. Peary might fairly make allowances for that long period of service in the polar regions, which enabled him to so adjust the details of his undertaking from the study of the fogs and tides and the acquisition of the peculiar supplies required for the expedition, to the understanding of the Eskimo language and the selection of Eskimo dogs, and such traveling paraphernalia as would enable him in the last dash to the pole to exist at all, let alone to carry the instruments of precision, the sounding wire, and other material essential to the pursuit and determination of exact scientific knowledge? And if credit be given him for this, and for the long nights and days of vigil, as of hardship, may we not assume that he would be possessed of new thoughts and new information wholly useless to the Government, and which might yet be wisely and justly applied to the purposes of the Peary Arctic Club or to the public through the magazines? I assume it was Peary's purpose to collect information over and above the scientific requirements of his instructions, and I can not see how it can fairly be charged that, having raised the money for his expedition through the Peary Arctic Club and others, he or they can rightfully be denied the proceeds of that information, his duties with the Government having been duly and faithfully performed.

A HOPEFUL FAREWELL.

As showing the spirit that prevailed at the time of Peary's departure, when no difference of opinion seemed to exist as between the Government allowing "leave-of-absence pay" on the one hand, and the Peary Arctic Club bearing the expense of the expedition upon the other, I introduce the following statement from the New York Times. It speaks briefly of the difficulty Peary had raising his expedition fund—a matter which ought not to be lost sight of in the present controversy.

Here is the article:

PEARY HAD DECIDED NOT TO TURN BACK—HE INTENDED TO REMAIN IN THE POLAR REGIONS TILL HE REACHED HIS GOAL—HIS SHIP A STANCH ONE—PRESIDENT ROOSEVELT BADE HIM FAREWELL—EARLY REPORTS INDICATED THAT HE FOUND FAVORABLE CONDITIONS.

When Commander Robert E. Peary planned his latest and now successful trip in search of the North Pole he announced that he would remain in the polar regions until the pole had been reached. It was in this frame of mind that he started out to raise enough money to equip the expedition.

He needed \$50,000, and had considerable difficulty in getting it. He put in all the money he had himself, and relied upon popular subscription and his friends to furnish the remainder. Zenas Crane, of Dalton, Mass., gave \$10,000, and others contributed liberally. Even when he lacked half of the necessary amount Peary went ahead characteristically to get his ship in order, feeling sure that the money would come. It came, and when it did the explorer was all ready to weigh anchor and proceed north.

The ship, the *Roosevelt*, which the Peary Arctic Club built for the explorer for his journey north in 1905, was completely overhauled. New engines and boilers were installed and many changes suggested by the explorer's previous experience carried out. The *Roosevelt* was first launched in Bucksport, Me., on March 23, 1905. The designer was William E. Winant, of New York, who worked from Peary's own suggestions. She is 182 feet in length, with a beam of 35.5 feet, a depth of 16.3 feet, and a mean draft, with stores, of 17 feet. Her gross tonnage is 614 and her estimated displacement about 1,500 tons. She is a three-masted fore-and-aft schooner-rigged steamship. She was built entirely of white oak, with treble frames close together, double planked. Her walls are from 24 to 30 inches thick. The keel, 16 inches thick, is reinforced with false keels and keelson. Her heavy bow is backed by 12 feet of solid deadwood. Her stern, reinforced by iron, had a long overhand, to protect the rudder from the ice, but the rudder itself was so arranged that it could be lifted out of the water when jammed or entangled.

This, then, was the formidable ice ship that sailed, thoroughly stocked for a three years' stay in the north, from the foot of East Twenty-fourth street on July 6, 1908, with a picked crew, every man determined to follow their hardy commander to the ends of the earth. Forty guests of the Peary Arctic Club escorted the ship as far as City Island, and it then proceeded to Oyster Bay, where Mr. Peary had arranged to have President Roosevelt inspect the boat. Just before leaving, Commander Peary discussed his journey with the newspaper men.

"I will not promise anything before I start," he said, "except that I am going to put into it every bit of energy, moral, mental, and physical, that I possess. I feel confident that in any case I shall carry the American flag farther north than ever. Unless the unforeseen happens I shall plant the Stars and Stripes at the pole. If conditions are no worse in the next season than they were during the last voyage I shall hope to accomplish the object of the expedition and return in about fifteen months—that is, in October, 1909. I am prepared, however, for a stay of three years.

"The attainment of the North and South poles by American expeditions would be worth to this country many times the few thousands expended just for the closer bond, the deeper patriotism, resulting when every one of the hundred millions of us could say, 'The Stars and Stripes float at both ends of the earth's axis, and the whole earth turns about them.'"

The scientific equipment which Commander Peary took with him on his voyage was said at the time to be the most complete ever taken to the polar regions. It consisted of all the instruments needed in meteorological, astronomical, and tidal observations.

All the way to Oyster Bay the vessel got an ovation, and when it reached there President Roosevelt, his wife, and family went on board and inspected it.

"Well, Peary, good-by, and may you have the best of luck," said President Roosevelt as he gave the explorer's hand a hearty grasp.

"Thank you," responded Peary with a smile. "I never felt so confident of success in all these years as I do now."

The President expressed himself as being heartily pleased with everything and everybody about the ship, and shook hands with all the crew. Captain Bartlett, shaking hands with the President and bidding him farewell, said, "It's ninety or nothing; the North Pole or bust this time."

The *Roosevelt*, leaving Oyster Bay on July 8, sailed as far as Sydney, Cape Breton, without Commander Peary, who traveled there by train, after returning to New York to arrange some final details of the trip.

From time to time on his journey north Peary sent dispatches to the New York Times telling of his progress. Writing from Hawkes Harbor July 21 to the Times, he said:

"The weather has been very favorable, the ship has behaved well, and the crew and party appear to be of the right material. I have found abundant whale meat here, and, in company with the *Erik*, we start north to-day."

In another letter to the Times of the same date the ambitious explorer outlined the plans for the conquest of the South Pole.

"I believe in finishing the first cherry before making a bite at the second," he wrote. "I have, however, felt for some time that the time was nearly or quite ripe for this country to enter the arena of antarctic exploration and endeavor to obtain its share of the honors and scientific information yet awaiting the explorer in that region."

He said that as far back as May 20, 1908; in a communication to H. L. Bridgman, he had advocated the organization of an antarctic expedition, in which, however, he did not intend to take part.

A message received at the Arctic Club on September 25 told of the *Erik*, the *Roosevelt* convoy, striking an iceberg off Etah, North Greenland. The dispatch added that the *Roosevelt* had left Etah on August 17 and had reported that the prospects of getting far north were good. The *Erik* was repaired at Turnavik Harbor and proceeded south.

On October 9 last, Henry Johnson, an able seaman of the *Roosevelt*, arrived in New York from Greenland, bringing the first oral news of the expedition. He returned because of an injury to his knee. He brought a letter from Peary to the Arctic Club, telling of the progress the ship had made, with photographs and other data. Johnson stated that the *Roosevelt* was hit by a hurricane off the coast of Greenland on July 29. It opened the seams of the ship's bow to such an extent that several of the crew felt her to be practically unseaworthy for a rough voyage among icebergs. While she was being repaired at Etah, Johnson said, her leaky bow caused apprehension among some of the crew. When the *Erik* returned to St. Johns, however, her commander reported that she had left the *Roosevelt* in good shape.

On August 11 the schooner *Jeanie*, purchased and equipped for a voyage to Etah, Peary's base station, left St. Johns, Newfoundland, with 50 tons of coal and a supply of provisions, under the command of Capt. Samuel W. Bartlett, who has headed other Peary and several Canadian government expeditions into the arctic. It was the *Jeanie's* intention to leave the coal at Etah, so that Peary could use it for the *Roosevelt* when he returned from his dash to the pole. It was also the intention of the promoters of the relief expedition to bring back Doctor Cook, who was then thought to be lost, if he could be found in the arctic wilds.

THE FIRST NEWS IMPARTED.

We now approach the period of Peary's return. That another explorer "scooped" the world in the announcement of the discovery is well remembered. The pomp and parades following the surprising arrival of Doctor Cook justified the prophecy of David Harum that we should adhere to the Golden Rule, only we should "do it first." I shall not dwell upon the fiasco that eventuated. Copenhagen is a wiser but sadder center of science, and the American fondness for being fooled has again been gratified.

Peary did not immediately announce his discovery to the Government; he first gave it to the world. He was under pressure which, perhaps, compelled him to do it. The world demanded news, and there was nothing in his instructions to prevent him making the announcement. He might have reported direct to the Government—perhaps it would have been wiser—but who could keep such a secret? And then again, perhaps he may not have had authority to incur the expense of cabling. At any rate, the Government suffered no loss, nor could the simple announcement in advance of the records have been of any value to it. The public wanted the news, whether it came direct from the explorer or by the circuitous route of the departments; it was such a story as could not be concealed. But there was one person to whom Peary did convey the news—the good

wife, who had been his companion upon previous explorations and who was patiently awaiting his return. Something was due to her and family, for they had staked something upon the enterprise. Hence the following:

PEARY'S MESSAGE TO HIS WIFE.

SOUTH HARPSWELL, ME., *September 6.*

Commander Robert E. Peary announced his success in discovering the North Pole to his wife, who is summering at Eagle Island here, as follows:

INDIAN HARBOR, VIA CAPE RAY, *September 6, 1909.*

Mrs. R. E. PEARY, *South Harpswell, Me.:*

Have made good at last. I have the old pole. Am well. Love. Will wire again from Chateau.

BERT.

In replying, Mrs. Peary sent the following dispatch:

SOUTH HARPSWELL, ME., *September 6, 1909.*

TO COMMANDER R. E. PEARY,

Steamer Roosevelt, Chateau Bay:

All well. Best love. God bless you. Hurry home.

Jo.

STARS AND STRIPES ON THE POLE.

But after the first flush of excitement, after the rumbling which precedes the coming of the herd, the expansion of the wave that tells of the ship's approach, or, to be blunt and understandable, after the modern demand for news had "beaten" official sanction, Peary proceeded, when facilities (the wireless telegraph) were at hand, to promptly notify the Government. His telegrams to the President, to the Secretary of the Navy, to the Secretary of State, and their replies thereto, clearly indicate the cordial and congratulatory spirit that prevailed. There was no suggestion in the proud messages that flashed back across the seas to the frozen north that there had been any violation of instructions, any breach of official faith, or any regret that an awaiting world had been informed of the glorious triumph of American pluck. In the interest of truth and justice it is fair to recall these messages. In the order of date, and remembering the difficulties of transmission then existing, they were as follows:

INDIAN HARBOR, *September 7, 1909.*

WILLIAM H. TAFT,

President of the United States of America,

White House, Washington, D. C.:

Have honor place North Pole your disposal.

R. E. PEARY,
United States Navy.

EXECUTIVE OFFICE,

Beverly, Mass., September 8, 1909.

Commander R. E. PEARY,

United States Navy, North Sydney, Nova Scotia:

Thanks for your interesting and generous offer. I do not know exactly what I could do with it. I congratulate you sincerely on having achieved after the greatest effort the object of your trip, and I sincerely hope that your observations will contribute substantially to scientific knowledge. You have added luster to the name "American."

WILLIAM H. TAFT.

BATTLE HARBOR, *September 10, 1909.*

HONORABLE SECRETARY OF STATE,

State Department, Washington, D. C.:

Respectfully report hoisted Stars and Stripes on North Pole April 6, and formally took possession that entire region and adjacent for and in name of President and the United States America. Record and United States flag left in possession.

PEARY.

WASHINGTON, D. C., *September 12, 1909.*
 PEARY, *Battle Harbor:*

Congratulations on your successful efforts.

—
 ADE, *Acting Secretary of State.*

BATTLE HARBOR, *September 10, 1909.*
 Honorable SECRETARY UNITED STATES NAVY,
Navy Department, Washington, D. C.:

Respectfully report my return. Hoisted navy ensign on North Pole April 6.

—
 PEARY.

WASHINGTON, D. C., *September 9, 1909.*
 Commander PEARY, *Battle Harbor:*

Your telegraphic report received. Navy Department extends hearty congratulations upon your successful attempt to reach North Pole.

—
 WINTHROP, *Acting.*

BATTLE HARBOR, *September 10, 1909.*
 Supt. O. H. TITTMANN,
United States Coast and Geodetic Survey,
Washington, D. C.:

Respectfully report two hundred and thirty days' tidal observations Cape Sheridan, and twenty-eight days' Cape Columbia, twenty-eight days' Cape Bryant, ten days' Cape Morris Jesup, fifteen days' Fort Conger, simultaneous with Sheridan observations.

Also soundings Cape Columbia to pole, and Cape Morris Jesup to 84° 15' north latitude.

—
 PEARY.

CONGRATULATIONS FROM FOREIGN LANDS.

The spirit of exultation which took possession of the American heart was not confined to this country. Foreign nations joined in the acclaim and generously sought to honor the intrepid American. The many messages and cablegrams that came rolling in then are worth recalling now. Here are a few of them:

—
 UCCLE, *September 8, 1909.*
 PEARY, *New York:*

International Polar Commission addresses sincerest congratulations to their member.

—
 CAGNI, NORDENSKIÖLD, LECOINTE.

—
 NEW YORK, *September 9, 1909.*
 Commander PEARY, *Battle Harbor:*

Admiral Sir George Nares cables to you, through the New York Times, "Owing to your well-known arctic veracity all will accept your statement that you reached the North Pole. I congratulate you. Nares."

—
 THE NEW YORK TIMES.

—
 LONDON, *September 12, 1909.*
 PEARY, *Battle Harbor:*

Delighted to hear of your safe return. Warmest congratulations.

—
 DARWIN,
President Royal Geographical Society.

—
 TURIN, *September 24, 1909.*
 Commander ROBERT E. PEARY, *New York:*

May I congratulate you on the result of your expedition. Am very glad you have succeeded.

—
 ABRUZZI.

—
 ON SAFARI, NORTH OF MOUNT KENIA,
September 22, 1909.
 DEAR MR. BRIDGMAN, *Secretary Peary Arctic Club:*

Your cable has just been brought me by a native runner, here in my camp by the Guars Nyero. I am writing to Mrs. Peary and Captain Peary; I have no idea where he is. I am inexpressibly rejoiced at his

wonderful triumph, and proud beyond measure, as an American, that this, one of the greatest feats of the ages, should have been performed by a fellow-countryman of ours. It is the great feat of our generation. We are all Captain Peary's debtors—all of us who belong to civilized mankind.

With heartiest congratulations, faithfully, yours,
THEODORE ROOSEVELT.

The lapse of time has not changed the foreign estimate of this American exploit. There has been ample opportunity for mature deliberation, for a hearing of all the facts, and for an abatement of all the excitement incident to the discovery and the contentions resulting therefrom, and yet many of the great scientific bodies of the world are now anxious to receive in person the American citizen who has excited their admiration. Two letters bearing upon this phase of the question are appended:

ROYAL GEOGRAPHICAL SOCIETY,
London, January 25, 1910.

Commander R. E. PEARY,
The Oaklands, Washington, D. C., United States.

MY DEAR PEARY: I cabled you yesterday that the council of the society have decided to award you a special gold medal, and a silver replica to the medal to Captain Bartlett. The medal is awarded to you for having been the first man to lead an expedition to the North Pole, and for having undertaken such scientific observations as your opportunities permitted. The silver replica is awarded to Captain Bartlett, who accompanied you as far as 88° north latitude. I need hardly say with what pleasure it is that I have conveyed to you this information. Personally I think it is an honor which you thoroughly deserve, after reaching the goal for which you have strived with such perseverance and determination for so many years.

Yours, very truly, J. SCOTT KELTIE, *Secretary.*

[Cablegram.]

ROME, *February 14, 1910.*

Commander PEARY,
2019 Columbia road, Washington, D. C.:

Council Italian Geographical Society awarded you King Humbert gold medal on account your long, successful attempts reach North Pole; silver medal, Captain Bartlett; please wire if accept invitation lecture Rome, May, after London.

MARQUIS CAPPELLI, *President.*

COMPLETING THE RETURNS.

When at last the means of communication were at hand, the true significance of Peary's exploits was unfolded to the country. The unfortunate newspaper contention involving the question of copyright tended, in some measure, to disparage the work of the explorer, but returning to the United States, and preparing his material so that his instructions might be carried out intelligently, he presented his information to his superior officers in such form and thoroughness as to evoke their highest commendation. A perusal of the correspondence taken from the files of the Department of Commerce and Labor, and which is now submitted, will justify a reiteration of the statement that no departmental fault was to be found, or has been found, with the manner in which Peary complied with his instructions. On the contrary, in the light of all the notoriety that has come to the explorer, it will be observed that whatever quarrel there has been concerning his performance has been in the newspapers and magazines, or with the adherents of "the absent one," and not in the departments or with the Government whose orders he executed. The official correspondence that follows is re-

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spectfully submitted to the fair and candid judgment of the American people:

The Peary Arctic Club, "to reach the farthest northern point on the Western Hemisphere; to promote and maintain explorations of the polar regions." President, Thomas H. Hubbard; vice-president, Zenas Crane. Organized January, 1899. Incorporated April, 1904. Incorporators: Morris K. Jesup; Henry Parish; Anton A. Raven; John H. Flagler; Robert E. Peary, civil engineer, United States Navy; Herbert L. Bridgman, secretary and treasurer. Standard Union Building, Brooklyn, N. Y.

NEW YORK, July 9, 1909.

SIR: In reply to your inquiry, mail for Commander Peary should be addressed to St. Johns, Newfoundland, care of Capt. Samuel W. Bartlett, who, in command of the power schooner *Jeanie*, now expects to leave that port for the north on the 25th instant. I judge this a more speedy and certain method than myself to receive and forward, involving unnecessary delay here.

Very truly, yours,
O. H. TITTMANN, Esq.,

H. L. BRIDGMAN.

*Superintendent Department of Commerce and Labor,
Coast and Geodetic Survey, Washington, D. C.*

INTEREST OF THE COAST SURVEY.

DEPARTMENT OF COMMERCE AND LABOR,
COAST AND GEODETIC SURVEY,
Washington, September 30, 1909.

Commander R. E. PEARY,
United States Navy, Care Peary Arctic Club, New York, N. Y.

DEAR SIR: Numerous statements having appeared in the press referring to a report from you to this bureau, some of which have been attributed to you personally, suggest the possibility that a preliminary report may have been sent which has failed to reach this office. (See copy of telegram.) Will you please inform me of the facts in the case.

Congratulating you most heartily upon your splendid accomplishment, I am,

Very respectfully,

F. W. PERKINS,
Acting Superintendent.

[Telegram.]

SOUTH HARPSWELL, ME., October 7, 1909.

PERKINS,
*Acting Chief United States Coast and Geodetic Survey,
Washington, D. C.:*

No report as yet except preliminary telegraphic one. Shall forward original tidal records and profile of soundings Columbia to Pole shortly.
PEARY.

DEPARTMENT OF COMMERCE AND LABOR,
COAST AND GEODETIC SURVEY,
Washington, October 7, 1909.

Commander R. E. PEARY,
United States Navy, South Harpswell, Me.

DEAR SIR: I beg to thank you for your telegram of this date. Both your determinations of tides and depths will be of greatest use in the discussion of the currents in that region and will be highly prized.

Very truly, yours,

F. W. PERKINS,
Acting Superintendent.

NAVY DEPARTMENT OBTAINS DATA.

NAVY DEPARTMENT,
Washington, October 5, 1909.

SIR: The Government has for many years issued through the Hydrographic Office under this department a chart of the Arctic Ocean, showing the tracks of search parties and the progress of discovery.

2. The results of former expeditions toward the North Pole have been committed to the Hydrographic Office and incorporated into the official chart. It is, therefore, requested that the Coast and Geodetic Survey furnish for this purpose the results of the late expeditions carried on by Civil Engineer R. E. Peary, United States Navy, under the auspices of the Peary Arctic Club.

Very respectfully,

G. V. L. MEYER.

The honorable the SECRETARY OF COMMERCE AND LABOR.

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DEPARTMENT OF COMMERCE AND LABOR,
OFFICE OF THE SECRETARY,
Washington, October 8, 1909.

SIR: In reply to your letter of October 5, 1909, I have the honor to state that the Coast and Geodetic Survey will furnish for the use of the Navy Department at the earliest practicable date such portions of the results of the late expedition carried on by Civil Engineer R. E. Peary, United States Navy, as he may furnish that bureau. No results have as yet been received.

Respectfully,

ORMSBY MCHARG,
Acting Secretary.

The honorable the SECRETARY OF THE NAVY.

APPLYING RESULTS TO PUBLIC USE.

DEPARTMENT OF COMMERCE AND LABOR,
COAST AND GEODETIC SURVEY,
Washington, October 30, 1909.

SIR: I inclose a photograph of the profile of soundings taken by the Peary expedition upon the recent dash to the pole, together with a copy of a letter just received from Commander Peary in regard to other soundings, which will be of value to you in the preparation of the chart of the polar region, to which you referred by 'phone some days since.

The suggestion that Professor McMillan be called to Washington to assist in working up the notes is a good one, but there is no appropriation available in the Coast Survey which could be applied to this purpose. Yours possibly has greater flexibility.

When the profile of soundings, which is inclosed, was sent to me, it was with the understanding that it was to be kept strictly private for the present, but from Commander Peary's letter of the 29th I gather that he has no objection to their being sent to you, but I presume, with the understanding, that they are not to be given to the press.

Very respectfully, yours,

F. W. PERKINS

The CHIEF OF THE HYDROGRAPHIC OFFICE,
Navy Department, Washington, D. C.

[Telegram.]

PORTLAND, ME., October 18, 1909.

Supt. F. W. PERKINS,

United States Coast and Geodetic Survey, Washington, D. C.:

Tidal and meteorological records and profile of soundings leaving Portland to-day by express.

PEARY.

Soundings from Cape Columbia to pole—Peary Arctic Club polar expedition, 1908-9.

Sounding by—	Latitude.	Fathoms.	Remarks.
	° ' "		
Marvin.....	83 7	0	
Marvin and McMillan.....	83 10	98	Edge of glacial fringe.
Bartlett.....	83 25	93	
Bartlett.....	83 53	110	Edge of continental shelf.
Marvin.....	84 29	825	
Do.....	84 39	580	
Do.....	85 23	310	
Do.....	85 33	700	No bottom.
Bartlett.....	87 15	1,260	Do.
Peary.....	89 55	1,500	Do.

OCTOBER 18, 1909.

R. E. PEARY, *United States Navy.*

MARCH 16, 1910.

I hereby certify that this is a true copy of the original.

[SEAL.]

ANDREW BRAID,
Assistant in Charge of Office.

EXPRESSING THE TIDAL RECORDS.

EAGLE ISLAND, SOUTH HARPSWELL, ME.,

October 18, 1909.

SIR: Referring to my telegram, I am sending you by express the tidal records of the Peary Arctic Club's recent North Polar Expedition.

Owing to the unfortunate death of Prof. Ross G. Marvin, some of the chronometer comparisons, particularly of the Cape Bryant observations, are missing.

These comparisons are undoubtedly among Professor Marvin's private papers, and if so, will be obtained from his relatives later.

Prof. Donald B. McMillan took many of the observations and is familiar with them all, and can come to Washington to see you any time you may consider it advisable.

I am writing him now to communicate with you at once and to keep you posted as to his address.

I am also sending you profile of soundings from Cape Columbia to within 5 miles of the pole.

If such request is permissible, I will respectfully request that this profile and complete set of soundings be not published at present.

With best regards, I am,

Very respectfully,

R. E. PEARY,
United States Navy.

Acting Superintendent F. W. PERKINS,
United States Coast and Geodetic Survey,
Washington, D. C.

PEARY'S NOTES ON SOUNDINGS.

The sounding equipment of the expedition consisted of two reels of specially made piano wire of 1,000 fathoms each and three approximately 20-pound leads, with clam-shell device for grasping samples of the bottom. These reels were arranged to be fitted quickly to the up-standers of a sledge when making a sounding and had handles for reeling in the wire and lead.

One of these reels and leads were carried by Bartlett with his advance party, and the other reel and two leads by the main party.

Portions of the wire and the two leads were lost at various times in hauling up, owing, probably, to kinks in the wire.

When the sounding at 85° 33' was made 700 fathoms only were left of the sounding wire of the main party, and Bartlett, with the other thousand fathoms, was in advance and inaccessible.

In hauling up the wire from this sounding it parted again, and some 200 fathoms, together with two pickax heads and a steel sledge shoe, which had been used to carry it down, were lost.

When Marvin turned back the Captain's 1,000 fathoms and the remaining 500 fathoms of the other reel were combined.

When Bartlett made the sounding at 87° 15' I gave him explicit instructions to use the utmost caution in regard to the wire, in order not to lose any more of it, as I wanted it all for a sounding at the pole, should I succeed in getting there.

Acting upon these instructions, Bartlett ran out 1,260 fathoms and then stopped on account of a small kink in the wire, which he feared would part when the wire was hauled up.

When I made my sounding about 5 miles from the pole the wire parted, as had been feared, and the last lead and nearly all of the wire was lost.

The above facts are noted to explain the irregularity of these soundings which did not get bottom.

The sounding of 310 fathoms at 85° 23' naturally impressed me at once as surprising, and when Marvin reported the result to me, immediately after taking the sounding, I at once asked him if he was sure that he had the bottom, and he replied that he was, as the fact of this pronounced shoaling from 825 fathoms to 310 impressed him at once, and he made sure that his depth was correct.

Again, when the sounding of 700 fathoms and no bottom was made about 10 miles farther north, we both spoke of the peculiar fact of this outlying ridge with deeper channel intervening between it and the continental shelf, and Marvin again said that he was sure of his 310 fathoms reading.

Had it not been for the loss of the last lead and practically all of the wire while making the soundings at the pole, I should, on the return, have interpolated other soundings.

The profile indicates that a line of 5-mile interval soundings from Cape Columbia to the eighty-sixth parallel might develop a particularly interesting profile of the bottom of the Arctic Ocean.

R. E. PEARY, *United States Navy.*

OCTOBER 18, 1909.

TIDAL DIVISION AT WORK.

DEPARTMENT OF COMMERCE AND LABOR,
COAST AND GEODETIC SURVEY,
Washington, October 21, 1909.

Commander R. E. PEARY,
United States Navy, Eagle Island, South Harpswell, Me.

SIR: Your telegram and letter of the 18th, in regard to the tidal records, were duly received; and yesterday the tidal records, thermograms, photographs, and photo films, and the two reports of January 4 and 9, by Mr. McMillan, were received by express. Later Mr. Nichols called and handed me the tracing of the profile of the soundings from Cape Columbia to the pole, for all of which I beg to thank you.

The tidal records will be turned over to the tidal division at once for discussion, and I shall be happy to furnish you with the results in such form as you may desire for publication with the account of your expedition, which I presume you will publish later.

The Hydrographic Office of the Navy Department has asked for your soundings, which I shall send to them as soon as I shall have received the data for determining their positions.

I note what you say about giving publicity to the profile and complete set of soundings, and beg to assure you that they will not be made public at present.

Very respectfully, yours,

F. W. PERKINS,
Acting Superintendent.

HYDROGRAPHIC OFFICE INTERESTED.

EAGLE ISLAND, SOUTH HARPSWELL, ME.,
October 28, 1909.

Mr. F. W. PERKINS, *Washington, D. C.*

DEAR SIR: Replying to your favor of October 21, I desire to express my sincere appreciation of your kind offer to furnish me the results of the discussion of the expedition's tidal records.

I shall be very glad to receive the same when ready.

In regard to the profile of soundings delivered to you by Mr. Nichols, and which you inform me the Hydrographic Office of the Navy Department desires, will say that these soundings were made on the meridian of Cape Columbia, and plating on that meridian at the latitudes which I think are noted in the table on the profile sheet, will give their position.

There are quite a number of other soundings made on this expedition and the previous one along the north coast of Grant Land as far west as the eighty-second meridian (Cape Fanshawe Martin), also in Kennedy and Robeson channels and Kane basin, also off Cape Alexander and from Cape Morris Jesup, the northern extremity of Greenland, to 84° 15'.

If the Hydrographic Office contemplates adding these soundings to chart No. 2142, or thinks of issuing a new edition of that chart, it would seem desirable to have all of these soundings as well as the work of the previous expedition, defining the shore line from Aldrich's farthest to Cape Thomas Hubbard, and the reconnaissance of the present expedition of Clements Markham Inlet just west of Cape Hecla added to the chart.

May I respectfully suggest that you take this matter up with the Hydrographic Office and, if the work indicated above seems desirable, see if some arrangement can be made for the compensation and expenses of Prof. Donald B. McMillan, who is familiar with much of this work, so that he may come to Washington with the notes of the soundings and assist in plating the work?

Professor McMillan is now engaged in getting the soundings samples in shape to send a set to your office for such examination as you may desire.

Unfortunately, the samples of soundings on the northern journey beyond the sounding of 110 fathoms were lost with Professor Marvin. The others may yield interesting results under the microscope.

Very sincerely,

R. E. PEARY, *United States Navy.*

PEARY DETACHED—SPECIAL DUTY PERFORMED.

DEPARTMENT OF COMMERCE AND LABOR,
OFFICE OF THE SECRETARY,
Washington, January 15, 1910.

SIR: The Superintendent of the Coast and Geodetic Survey advised me that Commander R. E. Peary, United States Navy, has submitted to that bureau the records of the tidal observations made by him in the Arctic by order of President Roosevelt. These observations are reported to have been thoroughly made and are satisfactory and of great value. They are now being reduced and discussed by the tidal expert of the Coast Survey.

In view of the fact that Commander Peary has performed the special duty for which he was attached to this department, I have the honor to suggest that he can be detached without detriment to the survey.

Respectfully,

BENJ. S. CABLE,
Acting Secretary.

The honorable the SECRETARY OF THE NAVY.

EXPERT FINDING UPON RECORDS.

DEPARTMENT OF COMMERCE AND LABOR,
COAST AND GEODETIC SURVEY,
Washington, March 16, 1910.

Mr. O. H. TITTMANN,
Superintendent Coast and Geodetic Survey, Office.

SIR: I have the honor to report that the tidal records obtained by Commander R. E. Peary during his latest arctic expedition consist of practically unbroken series of hourly readings of the height of the tide, taken day and night, at the following places and between the dates specified:

Station.	Period of observation.	Length of record.
		<i>Days.</i>
Cape Sheridan.....	November 12, 1908, to June 30, 1909 (total loss of record, 31 hours).	231
Cape Columbia	November 16, 1908, to December 14, 1908.....	29
Cape Bryant.....	January 16, 1909, to February 13, 1909.....	28
Port Conger	June 10, 1909, to June 25, 1909 (total loss of record, 5 hours).	10

The observations were taken day and night, and besides the regular hourly readings, numerous additional readings were generally taken near the times of the high and the low waters.

From the records themselves and from plottings constructed from them, it appears that the observations were taken with great care and thoroughness.

The principal results from these records have been already obtained and are on file in this office.

In order to show the full geographical value of the results, it will be necessary to consider them in connection with all other tidal results relating to the Arctic Ocean. This work is now under way.

Commander Peary's observations leave little to be desired in regard to tidal observations between Cape Morris Jesup and Cape Columbia; but there are long stretches of the Arctic coast where nothing is available. This is especially true of the Russian coast and the western and northern portions of the arctic archipelago. However, we have recently received some tidal information from the Russian hydrographic office, with the promise of more, which will pertain to regions where no knowledge of the tides has heretofore been available.

The results obtained from Commander Peary's records show that the tides along the northern coasts of Grant Land and Greenland are quite different in many respects from what had been heretofore supposed. For example, his records prove that the tide occurs three hours earlier at Cape Columbia than at Cape Sheridan, and not later, as had been generally assumed.

As already intimated, the full significance of these observations in respect to arctic geography can not be seen at this time.

The meteorological records submitted to this office consist of thermograms covering about 180 days, and barograms covering about 260 days.
Respectfully, yours,

R. A. HARRIS.

NOTE.—Mr. Harris, whose report is above presented, is the tidal expert of the Coast and Geodetic Survey, to whom the records of Commander Peary had been referred for scrutiny and examination.

LEAVE-OF-ABSENCE PAY.

In addition to this official correspondence, Mr. Speaker, I submit the following letter and inclosure from the Secretary of the Navy. In the Secretary's letter to me it will be observed that the lump sum paid to Civil Engineer Peary during leave, while engaged in exploration work, was \$38,148.36. This sum, given in bulk, looks formidable, but it is in fact less than was raised by Commander Peary and his friends for some of the eight expeditions, and if apportioned amongst the years that he was actually engaged in exploration work, while on leave, would amount to slightly more than \$2,000 per annum, or about the pay of a lieutenant, junior grade, in the navy:

DEPARTMENT OF THE NAVY,
OFFICE OF THE SECRETARY,
Washington, March 14, 1910.

MY DEAR CONGRESSMAN: I have the honor to acknowledge the receipt of your letter of the 9th instant, asking certain information in regard to the record of Civil Engineer Robert E. Peary, United States Navy, and requesting the views of this department upon joint resolution No. 144, "authorizing the promotion of Civil Engineer Robert E. Peary to the grade of rear-admiral in the Corps of Civil Engineers of the Navy, and the presentation of a vote of thanks to him by Congress."

In reply thereto I have to inform you that Robert E. Peary entered the naval service of the United States, as a civil engineer, on October 26, 1881, and has served continuously since that date.

During his service in the navy, Civil Engineer Peary, at different times, has been granted leave of absence as follows:

- 1886, April 6: Leave, eight months.
- 1887, October 31: Leave, twelve months.
- 1891, February 24: Leave, eighteen months.
- 1892, November 21: Leave, three years.
- 1896, May 2: Leave, six months.
- 1897, May 25: Leave, five years and six months.
- 1903, September 9: Leave, three years.
- 1907, April 9: Leave, three years. (Under date of July 2, 1908, the unexpired portion of this item of leave was revoked and Civil Engineer Peary ordered to report to the Coast and Geodetic Survey for duty in making tidal observations in Grant Land and Greenland.)

While on leave, as given above, Civil Engineer Peary was paid the sum of \$38,148.36.

For the six months from May 5, 1896, to November 4, 1896 (fifth item in statement on previous page), with the exception of two days of duty, October 25 and 26, 1896, Civil Engineer Peary was on leave without pay.

The views of the department in regard to H. R. bill 19971, providing for the advancement of Civil Engineer Peary, are contained in a letter dated February 10, 1910, addressed to the chairman of the Committee on Naval Affairs, House of Representatives, a copy of which is inclosed herewith for your information.

Faithfully, yours,

G. V. L. MEYER,
Secretary of the Navy.

HON. J. HAMPTON MOORE, M. C.,
House of Representatives, Washington, D. C.

ATTITUDE OF NAVY DEPARTMENT.

NAVY DEPARTMENT,
Washington, February 10, 1910.

MY DEAR CONGRESSMAN: The receipt is acknowledged of your letter of the 8th instant, inclosing a bill (H. R. 19971) "providing for the appointment of Commander Robert E. Peary a rear-admiral in the navy as an additional number in grade, and placing him upon the retired list," and requesting for the committee the views and recommendations of the department thereon.

In reply I have the honor to inform you that Robert Edwin Peary entered the naval service of the United States as a civil engineer on October 26, 1881, and has been an officer of the navy continuously since that date, performing the duties required of a civil engineer under orders from the Navy Department, except when on leave.

During his service in the navy, Civil Engineer Peary has been granted leave of absence abroad as follows:

- 1886, April 6: Leave abroad, eight months.
- 1887, October 31: Leave abroad, twelve months.
- 1891, February 24: Leave abroad, eighteen months.
- 1892, November 21: Leave abroad, three years.
- 1896, May 2: Leave abroad, six months.
- 1897, May 25: Leave abroad, five months.
- 1903, September 9: Leave abroad, three years.
- 1907, April 9: Leave abroad, three years.

The unexpired portion of this last leave was revoked on July 2, 1908, and Civil Engineer Peary was ordered to report to the Coast and Geodetic Survey for duty in making tidal observations in Grant Land and Greenland.

It would appear that the bill in question is framed for the purpose of rewarding Civil Engineer Peary for having reached the North Pole, and while having successfully accomplished this self-imposed task is most commendable and reflects great credit not only upon him, but also upon the entire Nation, his various exploring expeditions can not be regarded as having been conducted for a strictly military or naval purpose, and for this reason it seems inappropriate to confer upon him a title for which his previous education, training, and service have not fitted him.

It is therefore recommended that in the title of the bill and in the fourth line thereof the word "commander" be changed to "civil engineer," the latter being Mr. Peary's correct official designation, and, further, that instead of appointing him a rear-admiral and placing him upon the retired list as such, that he be retired as a civil engineer with the rank of rear-admiral, and with the highest retired pay of that grade under existing law.

Faithfully, yours,

G. VON L. MEYER.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,
House of Representatives.

TWENTY-ONE VOLUMES OF TIDAL OBSERVATIONS.

I also offer the following letter from the Secretary of the Department of Commerce and Labor, showing that the Superintendent of the Coast and Geodetic Survey received from Mr. Peary, October 18, 1909, 21 volumes of tidal observations, with certain other data, the result of which had not yet been completed "owing to more pressing duties."

DEPARTMENT OF COMMERCE AND LABOR,
OFFICE OF THE SECRETARY,
Washington, March 12, 1910.

Hon. J. HAMPTON MOORE, M. C.,
House of Representatives, Washington, D. C.

SIR: In reply to your letter to the Superintendent of the Coast and Geodetic Survey of the 11th instant, I beg leave to inform you that in conformity with the letter of the President, dated July 3, 1908, addressed to the Secretary of Commerce and Labor, and orders of the Navy Department dated July 2, 1908, Civil Engineer R. E. Peary, United States Navy, reported by letter to the Superintendent of the Coast and Geodetic Survey for the purpose of making tidal observations along the Grant Land and Greenland shore of the polar sea.

Detailed instructions as to the manner of making these observations were issued by the Superintendent of the Coast Survey under date of July 9, 1908.

Under date of October 18, 1909, Mr. Peary transmitted to the Superintendent of the Coast Survey 21 volumes of tidal observations and also a profile of soundings from Cape Columbia to within 5 miles of the pole.

A reduction of the tidal observations has been in progress for some time, but owing to more pressing duties the final discussion of these results has not yet been completed.

Under date of October 31, 1909, a copy of the profile of soundings was forwarded to the Hydrographic Office of the Navy Department for utilization in the publication of their chart of the polar ocean. In

answer, therefore, to the question whether his reports have been available for public use in the publication of data and in the dissemination of information respecting the arctic seas, I beg leave to say that the records have been treated in the customary manner.

Respectfully,

CHARLES NAGEL, *Secretary.*

CONGRESS SHOULD SETTLE THE CONTROVERSY.

Thus, it would appear that neither the Department of the Navy nor the Department of Commerce and Labor, to which the work of Mr. Peary was reported, has any doubt of the success or the value of his achievement. Enough of the great newspapers, however, refuse to treat the discoverer seriously, as to prolong the doubt which still remains in the minds of those critics who failed to appreciate the propriety of honoring an American in his own country. For this reason, Mr. Speaker, it would seem a gracious thing for Congress to settle the controversy upon the reports of the departments alone. If we fail to do this, it would reflect not only upon the authenticity of the departmental reports and records, but upon the findings of the scientific world.

It has been suggested, with more of cynicism, I trust, than of seriousness, that Mr. Peary should submit his proofs to the University of Copenhagen. With the above correspondence before us, would any sane American, disregarding the red tape of American departmental routine, admit the incompetency of American scientists to determine a question of this consequence? It is charged that Mr. Peary, having complied with his instructions from the Government, has refused to submit his proofs to Congress; that having made contracts for the publication of certain literary material not required by his instructions he is seeking a selfish purpose, and is unworthy of belief; some Edison, perchance, who, having discovered a secret of electricity, declines to lose the advantage of his twenty-three years of toil and experience, of his hardship and trouble, and yield up his all to those who would rob him of his just reward! In this emergency may it not fairly be asked whether we do not belittle ourselves in the eyes of the world when we admit the discovery, accept the geographical, commercial, and naval results that accrue from it, and yet deny the discoverer, because, perchance, he seeks retirement, and the right in retirement to provide for old age an equivalent for the losses and the sacrifices of twenty-three years' extraordinary service?

The injustice of it all and the smallness of it all, Mr. Speaker, have appealed to me, and it has seemed to me that if Congress could not advance an American who had attained a world's place in history, an advancement from a civil station to one of higher rank in the Department of the Navy, it might at least do him the simple honor of acknowledging his achievements.

AMERICAN SCIENTISTS AFFECTED.

In a joint resolution, which is now before the Naval Affairs Committee, I have asked that Congress admit that this persistent and self-sacrificing American won the race against the greatest explorers of other nations; I have asked it not only for his sake and the patriotic impulses it involves, but for the sake of scientific America, which through its National Geographic Society has staked its reputation upon the work of the

man. To discredit Robert E. Peary, after all his years of endeavor, will not dignify this Congress nor the people of this country in the eyes of the world, but it must necessarily discredit American scientists who have put the stamp of their approval upon his labors. Can we afford to do it? In order to show that the scientific judgment of those who have examined Peary's work does not differ, but wholly accords with the official and departmental estimate of it, I submit the following report of a meeting of the National Geographic Society of the United States, a society made up of the leading scientists of this country, who came together October 20, 1909, to consider Peary's remarkable exploit:

NATIONAL GEOGRAPHIC SOCIETY'S INVESTIGATION.

At a meeting of the board of managers of the National Geographic Society, Wednesday morning, October 20, the records and observations and proof of Commander Robert E. Peary that he reached the pole April 6, 1909, were submitted to the society.

The records and observations were immediately referred to the committee on research, with the direction that the chairman appoint a subcommittee of experts, of which he shall be a member, to examine said records and report on them to the board. Mr. Henry Gannett, chairman of the committee on research, immediately appointed as the other members of the committee Rear-Admiral Colby M. Chester, United States Navy, and O. H. Tittmann, Superintendent of the United States Coast and Geodetic Survey.

This committee of the society will personally examine the notebooks and original observations made by Commander Peary in his march to the pole and see all the papers as brought back from the field. The committee will report to the board the result of its findings at a special meeting of the board to be called for that purpose.

This action of the society was taken in accordance with the by-laws of the society, which provide that "the committee on research shall be charged with the consideration of all matters of scientific and technical geography, including exploration, which may be brought before the society, or which may originate in the committee, and shall report thereon to the board of managers, with recommendations for action."

At a meeting on October 1 the board of managers stated that the National Geographic Society could accept the personal statements of neither Commander Peary nor Doctor Cook that the pole had been reached, without investigation by its committee on research or by a scientific body acceptable to it.

At the same meeting Commander Peary and Doctor Cook were urged speedily to submit their observations to a competent scientific commission in the United States.

At a later meeting the board joined in a request from the American Museum of Natural History, New York, and the American Geographical Society to President Ira Remsen that he, as the president of the National Academy of Sciences, appoint a commission to pass upon the records of Commander Peary and Doctor Cook. This plan for an early examination failed, as Doctor Remsen stated that he would not be able to appoint said commission unless authorized by his council, which meets late in November, and unless also requested to do so by both Commander Peary and Doctor Cook.

Commander Peary was willing to abide by such a commission, but Doctor Cook stated that his observations would go first to the University of Copenhagen. In view of the fact that Commander Peary had been waiting since his return to submit his records to a scientific commission in the United States, the National Geographic Society believed it should receive his papers now in order that his claim of having reached the pole may be passed upon without further delay.

The society is ready to make a similar examination of Doctor Cook's original observations and field notes, but as he promised to send them to the University of Copenhagen, and the society will not have an opportunity of seeing them for probably some months, it did not seem fair to defer action on Commander Peary's observations until Doctor Cook's papers were received by the society. The only question now to be decided by the society is whether or not Commander Peary reached the pole on April 6, 1909.

Mr. Henry Gannett, chairman of the committee which will report on Commander Peary's observations, has been chief geographer of the

United States Geological Survey since 1882; he is the author of "Manual of Topographic Surveying," "Statistical Atlases of the Tenth and Eleventh Censuses," "Dictionary of Altitudes," "Magnetic Declination in the United States," Stanford's "Compendium of Geography," and of many government reports. Mr. Gannett is vice-president of the National Geographic Society, and was one of the founders of the society in 1888.

Rear-Admiral Colby M. Chester, United States Navy, was graduated from the United States Naval Academy in 1863. He has held practically every important command under the Navy Department, including superintendent of the United States Naval Observatory, commander in chief Atlantic Squadron, Superintendent of the United States Naval Academy, Chief of Hydrographic Division, United States Navy. Admiral Chester has been known for many years as one of the best and most particular navigators in the service.

O. H. Tittmann has been Superintendent of the United States Coast and Geodetic Survey since 1900. He is the member for the United States of the Alaskan Boundary Commission, and was one of the founders of the National Geographic Society.

Board of managers: Alexander Graham Bell, inventor of the telephone; C. M. Chester, rear-admiral United States Navy, former Superintendent United States Naval Observatory; F. V. Coville, botanist, United States Department of Agriculture; Rudolph Kauffman, managing editor, the Evening Star; T. L. Macdonald, M. D.; Willis L. Moore, Chief United States Weather Bureau; S. N. D. North, formerly director United States Bureau of Census; O. P. Austin, Chief United States Bureau of Statistics; Charles J. Bell, president American Security and Trust Company; T. C. Chamberlin, professor of geology, University of Chicago; George Davidson, professor of geography, University of California; John Joy Edson, president Washington Loan and Trust Company; David Fairchild, in charge of agricultural explorations, Department of Agriculture; A. J. Henry, professor of meteorology, United States Weather Bureau; A. W. Greely, arctic explorer, major-general United States Army; Henry Gannett, geographer of Conservation Commission; J. Howard Gore, professor of mathematics, The George Washington University; Gilbert H. Grosvenor, editor of National Geographic Magazine; George Otis Smith, Director of United States Geological Survey; O. H. Tittmann, Superintendent of United States Coast and Geodetic Survey; and John M. Wilson, brigadier-general United States Army, formerly Chief of Engineers.

SCIENTISTS ATTEST DISCOVERY.

In due course, Mr. Speaker, the board of managers of the National Geographic Society, at a meeting held at Hubbard Memorial Hall, Washington, D. C., November 4, 1909, received the following report:

The subcommittee to which was referred the task of examining the records of Commander Peary in evidence of his having reached the North Pole beg to report that they have completed their task.

Commander Peary has submitted to this subcommittee his original journal and records of observations, together with all his instruments and apparatus and certain of the most important of the scientific results of his expedition. These have been carefully examined by your subcommittee, and they are unanimously of the opinion that Commander Peary reached the North Pole on April 6, 1909.

They also feel warranted in stating that the organization, planning, and management of the expedition, its complete success, and its scientific results reflect the greatest credit on the ability of Commander Robert E. Peary and render him worthy of the highest honors that the National Geographic Society can bestow upon him.

HENRY GANNETT.
C. M. CHESTER.
O. H. TITTMANN.

The foregoing report was unanimously approved.

Immediately after this action the following resolutions were unanimously adopted:

"Whereas Commander Robert E. Peary has reached the North Pole, the goal sought for centuries; and

"Whereas this is the greatest geographical achievement that this society can have opportunity to honor: Therefore

"Resolved, That a special medal be awarded to Commander Peary."

CONGRATULATIONS FROM ROOSEVELT.

The following telegrams are interesting in this connection:

DECEMBER 9, 1909.

THEODORE ROOSEVELT, *Nairobi, British East Africa*:

National Geographic Society December 15 awards medal Peary for discovery of pole. Will appreciate message of congratulation from you.

NATIONAL GEOGRAPHIC SOCIETY.

NAIROBI, *December 11, 1909.*

NATIONAL GEOGRAPHIC SOCIETY, *Washington*:

Extremely pleased. Desire through you to extend heartiest congratulations Peary on his great feat which you have thus recognized.

ROOSEVELT.

HONORS TO FOREIGN EXPLORERS.

The difference between the report of the National Geographic Society with its modest contribution of a "special medal" to Mr. Peary and that which would have actuated foreign governments is, that whereas a voluntary scientific body in the United States might applaud an American citizen who had accomplished some extraordinary thing, foreign governments, notably that of Great Britain, would have taken official recognition of the act, and while supporting it from the beginning would have rewarded the hero so that his declining years might have been honorable and free from the criticism and the malice that sometimes follow proven heroes in our own country. And in this connection, Mr. Speaker, I desire to submit a few observations with regard to the treatment accorded to explorers of foreign lands:

Alexander Mackenzie, for discovering the Mackenzie River, 1789, flowing into the Arctic Ocean, and for arctic and subarctic explorations, 1790-1801, was knighted by Great Britain in 1892 at the age of 47.

William Edward Parry won the prize of £5,000 (\$20,000) offered by Parliament for the first commander to take a ship across longitude 110° west, 1819. Eight years later, 1827, Parry reached 82° 45' (the record for farthest north), and on his return to England was knighted by the King, 1829, at the age of 39.

John Franklin, for explorations of the arctic coast of North America, 1818-1827, was knighted in 1829, at the age of 43.

John Ross, for explorations on the arctic coast of North America, was knighted in 1835, at the age of 58.

George Back, for discovering the Great Fish River, or Backs River, flowing into the Arctic Ocean, was knighted, 1837, at the age of 41.

James Ross, who had accompanied his uncle, John Ross, in his north polar explorations, was knighted in 1844 for discovering Victoria Land and other important explorations around the South Pole, at the age of 44.

Robert McClure, the first to accomplish the Northwest Passage, 1850-1853, received a grant of £10,000 from Parliament and was knighted by the Queen, 1853, at the age of 46. Richard Collinson was also knighted for the same feat one year later at the age of 43.

Francis L. McClintock, for explorations along the arctic coast of North America, and particularly for finding the remains of Sir John Franklin and his party, was knighted, 1855, at the age of 36.

George Nares, for explorations in the arctic during which a member of his party, Beaumont, made farthest north, 82° 20', was knighted, 1877, at the age of 46.

Ernest H. Shackleton, who reached a point within 100 miles of the South Pole, January, 1909, on his return to England, was immediately made a grant of £20,000 by the British Government and has also been knighted by the King, at the age of about 35.

PEARY RECOGNIZED ABROAD.

It will be observed that great governments, striving to figure in the world's history, have not been slow in other instances to honor and reward those of its distinguished sons who have

undertaken great explorations in their name; nor can it be said that Great Britain, a leader in encouraging exploration, has been either envious or unkind enough to overlook the achievement of our own distinguished American explorer Peary:

Since 1832 recognition of explorers by the British Government has depended upon the recommendation of the Royal Geographical Society, of London. Each one of the explorers mentioned above, excepting those prior to 1832, also received one of the two annual medals of this society—the Founder's medal or the Patron's medal—but the Royal Geographical Society has not honored any one of these great British polar explorers in the manner in which it proposes to honor Commander Peary in May of this year. A special gold medal is now being prepared and will be struck off to commemorate the discovery of the North Pole by Peary, which will be handed him on May 4. On only three other occasions has the Royal Geographical Society awarded a special medal—to Stanley in 1890, for rescuing Emin Pasha and for his crossing of Africa, and to Nansen in 1897, for his polar expedition, and to Shackleton for south polar explorations. The list of persons who have received the medals of the Royal Geographical Society since 1832 includes all the great explorers of Africa, South America, Australia, and the polar regions; but not even Livingstone, nor any of the pioneer explorers of Africa or of Australia, both of which continents have been opened up within this period, were honored in the way the Royal Geographical Society proposes to recognize Peary. In other words, only three feats of exploration during the past eighty years are held by the Royal Geographical Society as comparable with the discovery of the pole—Stanley's crossing of Africa and Nansen's and Shackleton's polar expeditions.

Furthermore, the Royal Geographical Society places Peary ahead of either Stanley or Nansen or Shackleton. Its gold medal to Stanley in 1890 was 3 inches diameter; its medal to Nansen (1897), 2½ inches diameter; its medal to Shackleton (1909) 3 inches in diameter; but its medal to Peary will be 4 inches diameter. By the size of the medal the society carefully expresses the relative importance of the three achievements.

FURTHER DELAY IS CRUELTY.

This does not look as if the exploit of Peary was underestimated in foreign lands. It manifests no disposition that we should send our records to Copenhagen, or that we should go behind our own American scientists. But it is still contended by some of the discontented and perturbed minds amongst our 90,000,000 people that the report to the National Geographic Society was prejudiced; that Peary since his return has failed to support the relatives of his crew; that his exploit was impossible, and so forth. Are these excuses for delaying action by Congress tenable? Are we, by delay, to gratify the personal grievances of Peary's opponents and thereby countenance that cruelty of man to man which Robert Burns, beloved victim of an ungrateful people, truthfully observed:

Makes countless thousands mourn?

I trust we shall not so stultify our national honor.

TIME RECORDS ON DASH TO POLE.

Referring to the time occupied by Peary in his last dash to the pole, Mr. Gilbert H. Grosvenor, director and editor of the National Geographic Society, says:

In view of the recent published statement by a Member of Congress doubting the distances traveled by Peary on his last northern sledge journey, I have gone to some trouble to obtain correct figures from the narrative of Peary's last and previous expeditions.

Anyone who cares to take the time and trouble can verify these figures, and will find the following results:

Peary's average distance per march from Cape Columbia to where Bartlett turned back was 12.8 miles. Had it not been for the north wind two days, setting them back, this average would have been 13½ miles. Between two observations taken by Marvin the average of three marches was 16½ miles. Several of the marches were 20 miles.

His average, from the time Bartlett left him, to the pole was 26 miles. His average on his return was 25.6 miles.

For comparison with the above figures, as showing that these averages are not at all excessive, the following facts can be taken from the narrative of the last expedition and previous ones:

Peary's last 2 marches on the return, from Cape Columbia to the *Roosevelt*, were 45 miles each. On this and previous expeditions the journey from Cape Hecla to the *Roosevelt*, a distance of 45 to 50 miles, was made in 1 march. The distance from Cape Columbia to Hecla was also made on other occasions in 1 march. The march from the *Roosevelt* to Porter Bay, a distance of 35 miles, was repeatedly made in eight, ten, and twelve hours. MacMillan and Borup, returning from Cape Morris Jesup to the *Roosevelt*, made the distance of 250 miles or more in 8 marches, an average of over 31 miles a march. Peary, in one of his earlier expeditions, made the distance from Cape Wilkes to Cape D'Urville, a distance of 65 to 70 miles, in 1 march. He repeatedly made the march from Cape D'Urville to Cape Fraser, a distance of 40 miles, in 1 march, and in the winter of 1899-1900 traveled from Etah to a point in Robertson Bay, 60 miles distant, in less than twelve hours.

On his return from Independence Bay to Bowdoin Bay, Peary averaged 20 miles a day for 25 successive marches; 210 miles in 7 successive marches (an average of 30 miles a day), making the last march of 40 miles, all these with dogs not driven by Eskimo drivers.

On more than one occasion in the fall of 1900 Peary's parties went from Lake Hazen to Fort Conger, both by the Bellows route and by the Black Vale route, distances either way of 50 miles overland, in 1 march. This after the sun had set for the winter.

In February, 1899, before the sun returned, Peary (with both feet frozen six weeks before) sledged from Conger to Cape D'Urville, a distance of over 200 miles, in 11 marches, in an average temperature of 53½ degrees below zero, an average of about 20 miles. In March of 1902 he went from Cape Sabine to Fort Conger, a distance of 250 to 300 miles, as traveled, in 12 marches, an average of 21 to 25 miles, and later covered the same distance again in 11 marches, an average of 22 to 27 miles.

In the history of polar exploration no one has had so much and such long-continued training in ice work as Peary; his speed is the result of long years of practice, resulting in great physical endurance and skill in the use of the sledge.

BORUP'S TRIBUTE TO PEARY.

I have also inquired as to Peary's treatment of his men. In this connection I am able to present two unpublished letters, the first addressed by George Borup, son of Lt. Col. Henry D. Borup, United States Army, and a member of the last expedition, to the National Geographic Society, as follows:

1211 FOURTEENTH AVENUE,
Altoona, Pa., March 11, 1910.

MR. GILBERT H. GROSVENOR,
National Geographic Society, Washington, D. C.

DEAR MR. GROSVENOR: I just received your letter and am only too glad to do as you ask and tell you what we fellows thought of Commander Peary and the wonderful kind way he treated us.

It makes me sick the way almost everyone criticises, abuses, and knocks him.

Why, do you suppose for one minute he could have gotten the work out of either the Eskimos or ourselves if he had been a grim martinet or tyrant. Well, I guess not.

In the fall of 1908, for about four weeks, McMillan was laid out by a fever and was in bed for nearly three weeks. Every day the commander would drop in several times a day to see how he was getting on, ask him what he could do for him, what books "Mac" wanted from his arctic library, what tunes he would like played on the pianola, what variety in his food he would prefer, etc. Then he would go get the books wanted or sit down and play the pianola for "Mac" by the hour.

Once, on the second day of the dash, "Mac" fell in the icy water up to his waist, with the temperature in the minus fifties. Luckily for him it was camping time and the igloos were almost done.

He hurried to camp. The commander saw he had met with a mishap, spread out a musk-ox robe for him to sit on, helped him pull off his icy moccasins and stockings, dried his feet, legs, and drawers with the shirt that was next his own skin—and, mind you, there was no

drying that shirt over a fire; he had to dry it with his own animal heat.

After that he put Mac's feet, which by this time were nearly frozen, upon his own stomach to warm them up. From experience I for one know that having a pair of icy feet on one's stomach is far from pleasant.

Now, there was no need for the commander to have done that. He could have called an Eskimo up and told him to warm Mac's feet up. But, no, he did it himself.

And, of course, when the leader of an expedition is willing to do that for his men, they are devoted to him and will do anything for him.

Again, when MacMillan was shot the commander came in the room with the tears in his eyes and said he'd have rather been shot himself than have MacMillan laid out—and if ever a man meant what he said we knew the commander did.

If I started to tell you the numberless ways the commander went out of his way to help us, give us advice, keep us jollied up, I'd have a book written before I got through.

Personally my own father could not have been kinder or more considerate to me than the commander was. During the whole trip I never knew him to say a cross word to anyone, white man or Eskimo, and the Lord knows we gave him occasion too often enough.

He would not only go out of his way to help us, but would put himself out for the dogs. I remember once a dog got a line snarled around his leg on deck and was in great pain. I went to his rescue, but the brute failed to appreciate my attempts to get him out of his fix, and seemed to hold me responsible for his pain.

The commander happened to come out on deck then, saw the dog was doing his best to sample me, and came up to help at once. Just a word or two to the dog, and the animal seemed to know he'd found a friend; the commander got hold of his leg, unwrapped the trace, and the dog was free and falling all over the commander to express his gratitude.

If you will excuse my continuing on another line in regard to this Macon affair about the distances we supporting parties went, when Marvin and I were trying to overhaul Peary we covered about 40 miles one day and were one day's march behind the main column. We called for a volunteer to go ahead and catch Peary, and Segloo, who afterwards went to the pole, responded, and after less than four hours' rest went on, covering about 20 more miles, and catching Peary at 84° 29'—that is, he came from about 83° 30' to 84° 29' (57 miles) with four hours' rest.

Again McMillan and I reached the ship at Cape Sheridan from Cape Morris Jesup, nearly 300 geographical miles, in eight marches, and we took things easy at that. Twice we covered over 50 miles in a march.

Returning from 85° 23' with 3 Eskimos, 2 of whom were so badly laid out they couldn't walk, but had to be dragged on the sledge drawn by 16 of the worst dogs of the whole outfit, we reached land, 136 geographical miles away, in 7 marches, and would have done it in less but for being delayed by open water.

We averaged 20 miles a day, almost, a badly crippled outfit at that. Are Commander Peary's marches surprising when you remember his were the best Eskimos of the tribe, the dogs the pick of 240?

To sum up—

Commander Peary was just great kindness and consideration personified, always going out of his way to help us, and the only trouble with his having found the pole is that we can never have the privilege of serving under such a wonderfully fine leader as he is again.

Thanks for your promise to let me know about the southern expedition, as, with Peary's methods, I think it would be a sure thing.

Yours, sincerely,

GEORGE BORUP.

CAPTAIN BARTLETT ADDS HIS PRAISE.

Another letter is from Capt. Robert A. Bartlett, sailing master of the steamer *Roosevelt*, which carried Peary, an officer of the Government of the United States, under pay on leave, to the North Pole under the auspices of the Peary Arctic Club. Captain Bartlett ought to be in a position to speak authoritatively, and I submit that his word and that of Mr. Borup (I have been unable to gather data from others) should be taken as against the unauthorized and trivial statements

that crop up in all sections of the country like so many mushrooms over night:

BOSTON CITY CLUB,
9 Beacon Street.

The fact that I have been with Commander Peary on all of his expeditions since 1897 must necessarily prove that I think highly of him.

The fact that nearly all the members of the expedition wanted to go with him again shows that there could be nothing but the most amiable relations.

The late Professor Marvin thought so highly of Peary that he sacrificed a great many opportunities in order to make another voyage with him.

Doctor Wolf, the surgeon of 1906-1907, tried very hard to go again, but could not get away on account of his practice. The chief engineer and Boses Murphy, also Steward Charles Percy, as well as members of the crew, have been with him since the *Roosevelt* was launched.

The late Capt. Harry Bartlett, who was drowned, had been with Peary twice; Capt. John Bartlett several times, giving up owing to age limit; and Capt. Samuel Bartlett was with him for a number of years, but did not feel like leaving his family, simply because they did not wish him to be away from his home during the winter.

I have merely quoted the above to demonstrate that the best of feeling must have existed between the commander and the members of his party at all times. One can be assured that the Eskimo would not work for him unless they had the highest regard for him.

My own estimation of Peary is hard to describe. I have more admiration for him than any man living. We have never had a hard word, and the same friendly relations existing between the commander and myself during all the years that I have been with him remain the same as when first I met him.

His kindly consideration of everyone under the most trying conditions was always marked; his orders were always given in the form of a request, and he always invited suggestions of the members of his party.

"When Jesus Christ was on earth He was not appreciated by many. He had to die to get recognition."

To know a man shorn of all frills live with him in the Arctic, and there you will see a man in his true light. A man may be an angel or act like one here, but up in the Arctic where one comes in constant or daily contact with each other and have the same regard for his fellow-man after as before, that man must be all right.

Time and time again Peary has gone out of his way to make things pleasant for us; doing without things himself so that we may have them. If the last drop of whisky was left in the bottle and a fellow wanted it, Peary would willingly give it. I have seen him when his igloo has been built make tea and give it to me. To tell of the many things that he has done for not only me, but others of the party, would fill a large book.

In conclusion, I am perfectly satisfied with Peary's treatment of me. I never want to sail with a better man. A born leader of men. A man of master mind.

ROBERT A. BARTLETT,
Sailing Master, Peary Arctic Club,
Steamer Roosevelt.

MELVILLE AND SIGSBEE STAND BY.

It seems fair, too, to say that Admiral George W. Melville, an Arctic explorer of proven courage, a man whose heroic work in the frozen North has identified his name forever with the world's history, has carefully considered this whole question of the treatment of Peary, and has expressed his entire confidence in, and high regard for, the skillful work that Peary did. Melville has been raised to the rank of rear-admiral (retired), and holds no envy, but recognizes the glory of an achievement other nations have sought to attain, and which has at last fallen to the honor of his own country. Nor is there a symptom of unfriendly feeling upon the part of Admiral Sigsbee, whose association with the Spanish war has given him a place in our naval history. In a letter to the discoverer of the North Pole, Admiral Sigsbee, of the line, gives credit to the staff officer. Under

date of February 9, addressing the civil engineer-explorer, he says:

I have just heard that you are to be nominated for rear-admiral, or with the rank of rear-admiral. No matter which way is proposed, I stand for confirmation if the proper authorities, which I must consider, approve the movement. You have made good, my dear Peary, and have given immense prestige to our service. We can only be honored in our grade of rear-admiral by your addition to our list. Your long years of endeavor and your final success, as against heartbreaking conditions, are magnificent. I wish you success.

FOREIGN SCIENTISTS APPROVE FINDINGS.

To the testimony and the encomiums of such men I wish to add two other messages with regard to the authenticity of the Peary records. The report to the National Geographic Society was plain. The three men who signed that report were better qualified than any committee of Congress to pass upon the Peary instruments and records. These three men certified to an awaiting world that they had examined the records and the instruments and found them true. Who were these three men? Independent scientists who dared to stake their reputations upon a falsehood or upon a superficial examination of the facts? Let us see. First was Henry Gannett, an honored officer of the United States Government and president of its geographic board, a proven, trusted geographer and geologist; O. H. Tittmann—and who was he?—the honored and respected Chief of the Coast and Geodetic Survey of the United States, under whose direction the coast lines of our country are surveyed and inspected; and C. M. Chester, an honored and respected officer of the United States Navy, educated at Annapolis and advanced to the rank of rear-admiral (retired). Who will dispute the integrity of these men, even though they acted not in their official capacity, but as members of a voluntary association? Surely no associated body of foreign scientists. For the verdict of the National Geographic Society which passed upon the report of these distinguished Americans has been accepted without question by the Royal Geographical Society of London, the geographical societies of Berlin, Paris, Geneva, Rome, Brussels, Antwerp, Vienna, Dresden, Madrid, St. Petersburg, Tokyo, Mexico, Lima (Peru), the geographical societies of Chicago, New York, and Philadelphia, and practically every geographical society in the world.

EXPLORERS ALSO APPROVE.

Moreover, in addition to Melville and Sigsbee, Peary's achievements and the report of the National Geographic Society have been received without question by Nansen, the Duke of Abruzzi, Greely, Shackleton, and Scott. With this strong array it would seem that the only thing for Congress to do would be to accept the verdict of the National Geographic Society without further humiliation of the American explorer. It would not wrongfully condemn an officer of its own selection; it could not condemn an officer for doing literary work upon conditions which were thoroughly understood in the correspondence and the instructions, nor would it be likely to condemn an officer charged to take the breastworks who captured the entire fortifications. It may be argued that Commander Peary was not authorized to extend his journey to the North Pole, but it would not be contended by the American people that he should be censured

because he succeeded in doing more than the letter of his instructions required. Nor will the sober judgment of the American people approve the deprivation of Peary's right to provide for himself and family, notwithstanding the application of his "leave of absence pay" while engaged in successful exploration.

But another point, Mr. Speaker, with which I shall now deal pertains to the accuracy of Peary's records. Was the examination of Peary's records and instruments by the three distinguished scientists of the National Geographic Society a superficial examination? Was it correct? Was it thorough? Was it such an examination as Congress itself would require? Could Congress improve upon the examination made by these three men? Would any good purpose be served by such procedure, and if followed would not Congress have to send for Messrs. Gannett, Tittmann, and Chester to relieve its unscientific embarrassment? I question, Mr. Speaker, whether the production of the instruments, the records, and the papers, so that they might be strewn out in front of the Speaker's desk, would do aught but confuse and delay us.

AMERICAN SCIENTISTS COMPETENT.

Recur to the letter of the Secretary of Commerce and Labor, under date of March 12, 1910:

In October, 1909—

He says—

Mr. Peary transmitted to the Superintendent of the Coast Survey 21 volumes of tidal observations and also a profile of soundings from Cape Columbia to within 5 miles of the pole—

And then he admonishes us—

A reduction of the tidal observations has been in progress for some time, but owing to more pressing duties the final discussion of these results has not yet been completed.

Have we the time or the disposition to examine this small portion of Mr. Peary's work, these 21 volumes of tidal observations which the great Department of Commerce and Labor, because of "more pressing" duties, is unable to dispose of? Pray, Mr. Speaker, who in this House feels that his judgment in matters of this kind would be superior to that of these three men, accredited officers of this Government, specialists in their line, who have already reported thoroughly upon this question? And if it be not Peary the victim, but Peary the hero, whom we are after, why not, Mr. Speaker, proceed to the Hydrographic Office and take note of the progress there made by the Navy Department in building new maps of the world, which, thanks to the explorations of Peary, enable us to carry American soundings to the pole?

I hope the joint resolution approving the report of Messrs. Gannett, Tittmann, and Chester will be approved by this House. I have wanted to make sure that there could be no mistake about this report. Admiral Chester, unfortunately, is at this time sojourning in Constantinople, Turkey, and therefore I have been unable to reach him. But on his behalf I am authorized to say that he can be quoted unreservedly as being thoroughly convinced of the accuracy and indisputability of Peary's proofs, and that he "spent many hours going over Peary's papers and observations, and reported most emphatically as to the faithfulness and honesty of the reports." Mr.

Gannett and Mr. Tittmann are both on duty at their accustomed places in the city of Washington. I have asked them whether, in the light of recent criticism of Mr. Peary, they still stand by the report which they made to the National Geographic Society.

NO CHANGE OF OPINION, SAYS GANNETT.

I append their letters, written at my suggestion:

NATIONAL GEOGRAPHIC SOCIETY,
Washington, D. C., March 17, 1910.

HON. J. HAMPTON MOORE,
House of Representatives, United States,
Washington, D. C.

DEAR SIR: I have yours of this date.

The report submitted to the National Geographic Society November 4, 1909, certifying that "Commander Peary has submitted to this subcommittee his original journal and records of observations, together with all his instruments and apparatus and certain of the most important of the scientific results of his expedition," and that "these have been carefully examined by your subcommittee, and they are unanimously of the opinion that Commander Peary reached the North Pole on April 6, 1909," to which report my name is attached, was, and still is, my unbiased statement of the records as I found them. This report made by me and my colleagues to the National Geographic Society November 4, 1909, was true and accurate, and since that date my opinion as to Mr. Peary's discovery has not in anywise changed, nor would it be changed if I should be called upon to make a report to the Congress of the United States.

Very truly, yours,

HENRY GANNETT,
President National Geographic Society.

TITTMANN CONFIRMS THE RECORD.

2014 HILLYER PLACE NW.,
Washington, D. C., March 18, 1910.

DEAR MR. MOORE: I have your letter of the 17th. During the time when a controversy about the discovery of the North Pole was acute in this country I was in Europe and knew very little about it. I came back entirely unbiased and served on the committee in that frame of mind.

On the evidence before us I signed the report to the National Geographic Society with a full sense of its import. My opinion has undergone no change since the date of that report, and I am fully convinced that Peary reached the pole.

Yours, truly,

O. H. TITTMANN.

HON. J. HAMPTON MOORE, M. C.,
Washington, D. C.

LET US "LIVE AND LET LIVE."

In conclusion, Mr. Speaker, I respectfully submit that this great country of ours can not afford to play the part of "the dog in the manger." One of our own sons has accomplished what in the estimation of men of progress and courage is regarded as heroic—surely without parallel. All other efforts, from whatsoever source, have failed in the attempt to encompass it. Men who distanced others, step by step, in the struggle "farthest north," have been sung and honored for their unsuccessful efforts. We can not afford to ignore our own citizen who ultimately reached the goal. The spirit of iconoclasm prevails to a greater extent to-day perhaps than ever. We are not a nation of idol worshippers, but we have ever preached and taught the doctrine of progress, the spirit of the initiative; that spirit of incentive and action which we have been proud to denominate American. When a brave young officer of the navy volunteers, at the risk of his life, to sink the *Merri-mack* in the harbor of Santiago, and performs a feat which excites the admiration of the world, we ought not to cast him

down. If some hitherto unknown commander in the navy strikes the death blow to a hostile power in Manila Bay, it is cruelty to anathematize him the moment he sets his foot again upon American soil. In our great political dispensation, with faction contending against faction, it is to be expected that criticism and ridicule may be employed to dethrone a leader whose pretenses will not stand the test of popular approval; but if men go forth to battle, or venture into the field of discovery, or employ their talents and their genius to expand and glorify the country, we ought not, in all fairness, in all honor, in all decency, deny them that recognition the hope of which is the inspiration and the sum of their performances.

APPENDIX.

[H. J. Res. 169, Sixty-first Congress, second session.]

In the House of Representatives. March 11, 1910. Mr. MOORE of Pennsylvania introduced the following joint resolution, which was referred to the Committee on Naval Affairs and ordered to be printed.

Joint resolution accepting as true and competent a report to the National Geographic Society by Henry Gannett, O. H. Tittmann, and C. M. Chester, relating to the discovery of the North Pole by Commander Robert E. Peary, April 6, 1909.

Whereas it is generally acknowledged throughout the world that Commander Robert E. Peary, an American, while in the service of the United States of America and under orders from the Navy Department, discovered the North Pole on April 6, 1909, an achievement which was at once a tribute to American skill and perseverance and the consummation vainly sought by explorers of all the nations through all the ages; and

Whereas the proof of this important discovery was duly attested after an examination of the records of Commander Peary by a committee of the National Geographic Society, which, in its report to the board of managers of said society, at Hubbard Memorial Hall, Washington, D. C., on November 4, 1909, said:

"Commander Peary has submitted to this subcommittee his original journal and records of observations, together with all his instruments and apparatus and certain of the most important of the scientific results of his expedition. These have been carefully examined by your subcommittee, and they are unanimously of the opinion that Commander Peary reached the North Pole on April 6, 1909.

"They also feel warranted in stating that the organization, plan, and management of the expedition, its complete success, and its scientific results reflect the greatest credit on the ability of Commander Robert E. Peary, and render him worthy of the highest honors that the National Geographic Society can bestow upon him." And

Whereas the committee of the National Geographic Society which examined the records of Commander Peary and presented the report above referred to was composed of three distinguished scientists of the United States, all of them (though in this relation acting for the National Geographic Society) in the service of the United States, to wit: Henry Gannett, chairman of the National Geographic Board; O. H. Tittmann, superintendent of the Coast and Geodetic Survey; and Rear-Admiral C. M. Chester, United States Navy, retired; and

Whereas since the report of said American scientists and trusted officials of the United States was made by them in their capacity as committeemen of the National Geographic Society credence has been given their findings by all the great scientific bodies of the world, to the great honor and glory of the United States of America: Therefore be it

Resolved, That this Congress accepts the above-mentioned report of Henry Gannett, chairman of the United States Geographic Board; O. H. Tittmann, superintendent of the Coast and Geodetic Survey; and Rear-Admiral C. M. Chester, United States Navy, retired, as submitted by them to the National Geographic Society November 4, 1909, as a true and competent statement, to which shall be accorded the same consideration and respect it would be entitled to receive if made officially to the Congress of the United States.